

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Neuruppin AirfieldEVALUATION 50X1-HUM PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 18 October 1954

✓ REFERENCES

PAGES 11 ENCLOSURES (NO. & TYPE)

REMARKS

1. The following air activity and aircraft were observed at Neuruppin airfield between 24 July and 19 September 1954:

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24 July. A Yak-11 took off at 0530 and landed after about 20 minutes. From 0645 to about 1100, local flights were made by Po-2s, while the weather continuously grew worse, the cloud base lowered and rain intensified. About 0830, a siren was sounded and the alert flight took off disappearing from view. The aircraft landed shortly after 0900.

25 July. There was no air activity.

26 July. During the morning, Po-2s and MiG-15s or U-MiG-15s were aloft.

27 July. Approximately between 0800 and 1400, there was air activity by MiG-15s and U-MiG-15s which practiced firing while diving at ground targets in the northwestern corner of the field. Each aircraft approached 4 or 5 times. Simultaneously, Po-2s made local flights. After nightfall, firing was practiced at a towed sleeve target which flew in the beams of three ground searchlights. Tracer ammunition was used. Firing discontinued about 2200 and flights in formations of three were made at high altitudes. The aircraft were recognized by their position lights.

28 July. During the morning and early afternoon, there was air activity but no details were observed. After nightfall, firing at towed sleeve targets was practiced while searchlights were in operation. After the take-off by an aircraft towing a sleeve target, the aircraft gave flash signals with its position lights; thereupon, the searchlights were switched on and radiated their light on the sleeve target. A MiG-15 or U-MiG-15, which took off after the towing plane, approached the sleeve target from the rear, at the same altitude and an angle of about 45 degrees, and fired with aircraft armament. When the first attacking aircraft had completed firing practices, the second attacker took off

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29 July. During the morning, formation flights and firing at ground targets in the northwestern corner of the field were observed. Approximately from 2030 to midnight, firing at towed sleeve targets was practiced while three searchlights were in operation. Weapons of various calibers were apparently used.

30 July. During the morning, formation flying and firing at ground targets was practiced. In the afternoon, an element of two was observed aloft. After nightfall, there was night flying but no details could be observed.

31 July. Between 1030 and 1130, local flights were made by Po-2s. Maintenance work was being done on MiG-15s and U-MiG-15s stationed at the field.

1 August. No flights were made. About 25 MiG-15s and U-MiG-15s, 3 Yak-11s and 2 Po-2s were parked at the field.

4 August. Between 0800 and about 1430, there was air activity by MiG-15s and U-MiG-15s which again fired at ground targets in the northwestern corner of the field. One or 2 Po-2s were also observed aloft.

5 August. Between 0800 and 1300, there was firing at ground targets. Flying was also practiced in formations of two and four.

6 August. During the morning, MiG-15s, U-MiG-15s and Po-2s were observed aloft, but no details could be identified.

7 August. A MiG-15 took off at 0830 and landed after 15 minutes.

8 and 9 August. There was no air activity.

10 August. One Po-2 was seen landing at the field. The weather was dull.

1 September. Between about 0800 and 1600, dives and glides were made at a ground target in the northwestern corner of the field. Elements of two MiG-15s or U-MiG-15s took off, assembled in formations of four, and flew in wedge formation at an altitude of about 2,000 meters while disappearing from view. The interval between the individual aircraft in a formation was 2 wing spans.

2 September. There was similar air activity as on the preceding day. MiG-15s or U-MiG-15s flying in formations of four disappeared from view and fired with aircraft weapons at ground targets in the northwestern corner of the field.

5 and 6 September. No air activity was observed.

7 September. No aircraft were observed aloft. At 1330, three large sedans, each occupied by 6 elderly air force officers, moved to the airfield where a band was apparently playing. The officers returned toward Fehrbellin about 1600.

9 September. A Po-2 landed at the field at 1245. Maintenance work was being done on MiG-15s or U-MiG-15s.

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11 and 12 September. There was no air activity.

13 September. At nightfall, a towed sleeve target was observed aloft flying in the beams of three ground searchlights.

14 September. During the morning, there was air activity including flights in elements of two, dives and slant attacks with aircraft weapons at ground targets. Firing at towed sleeve targets was practiced after 1900. At times, some MiG-15s or U-MiG-15s with set position lights made individual flights at higher altitudes.

15 September. Flying in elements of two was practiced during the morning. There was a 4/10 overcast.

16 September. An alert take-off was made by 4 MiG-15s at 0845. The aircraft landed at 0935. Throughout the day, some flights were made in elements of two for 35 to 45 minutes duration. The aircraft disappeared from view. A Mi-2 landed at 1000 and took off again about 1000.

17 September. Four MiG-15s made an alert take-off at 0850 and landed at 0935.

18 and 19 September. There was no air activity because of rain.<sup>1</sup>

2. The following air activity and aircraft were observed from 24 July to 21 September:

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24 July. During the morning, 18 MiG-15s or U-MiG-15s took off, disappeared from view, and returned in two formations after a long flight time.

25 July. There was no air activity at 1030. One Po-2 and 22 to 24 MiG-15s or U-MiG-15s were parked at the field.

26 July. A Po-2 was observed aloft about 0930. The sky was cloudy.

27 July. No observations could be made throughout the day. At nightfall, there was air activity by MiG-15s or U-MiG-15s which flew in the beams of ground searchlights.

28 July. Approximately between 0830 and 1500, there was air activity but no details could be observed.

29 July. MiG-15s or U-MiG-15s took off throughout the day, while the weather was fair. The aircraft made dives and slant attacks at a ground target in the northwestern section of the field. After nightfall, jet fighters towing sleeve targets were again flying in the beams of searchlights. Other jet fighters attacked the towed targets.

30 July. Approximately from 0830 to 1400, firing with aircraft weapons was practiced. The weather was fair.

1 August. No flights were made.

3, 4 and 5 August. Firing with aircraft armament was practiced throughout the days. On 5 August, there were also firing practices with aircraft armament at towed sleeve targets after nightfall.

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6 August. Air activity was heard but not observed since the possibilities of observation were limited.

9 August. There was no air activity except for the take-off by a Po-2. The weather was rainy. The ceiling was at an altitude of 400 to 600 meters and visibility was limited to 3 or 10 km.

10 and 11 August. Flying was practiced by MiG-15s or U-MiG-15s. The weather was mostly cloudy.

12 August. Between 0900 and 1500, there was air activity by jet fighters which took off toward the west, climbed in a large left turn to altitudes of between 800 and 1,000 meters, and, approximately east of the eastern edge of the field, approached at an angle of about 45 degrees firing with aircraft armament at the target in the northwestern corner of the field.

13 August. At 0900 and 1215, a take-off was made by a Yak-11 which made a cross-country flight.

16 August. No air activity was observed.

17 August. Between 0900 and 1400, flying was practiced in formations of two and four.

2 September. Approximately between 0900 and 1500, dives and slant approaches were made at the ground target in the northwestern corner of the field.

3 September. Firing at ground targets was continued between 0900 and 1700, while the weather was fair. The approaches were made from an altitude of about 1,000 meters at an angle of about 45 degrees.

4 September. About 1600, approach flights and landings were made by three flights of jet fighters.

5 September. There was no air activity. About 1100, about 24 jet fighters and 1 Po-2 were parked in front of the hangar and at the eastern end of the runway.

6 September. There was no air activity. After the dissipation of morning fog, the weather became fair.

7 September. Throughout the day, large local flights were made by single-engine aircraft. There was morning fog. After 1000, the weather became fair. During the afternoon, there was a tendency to thunderstorm.

8 September. A few flights were made by jet fighters. Toward noon, an element of two aircraft was seen aloft.

9 September. There was light air activity by single-engine aircraft. The weather was hazy.

11 September. No flights were made although the weather was favorable.

13 September. About 1000, a Po-2 took off. There was fair weather. After 1900, night flights were made, including firing practices at towed sleeve targets which flew in the beams of searchlights.

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14 September. Aircraft practiced flying individually and in elements of two in the vicinity of the field. During the morning, firing practices with aircraft armament were made at the target in the northwestern corner of the field. Night flying activity started at 1900 and involved firing with aircraft armament.

16 September. About 0745, several jet fighters crossed over Neuruppin. About 1130, aircraft were again seen aloft.

17, 18 and 19 September. No air activity was observed. The possibilities of observation were limited.

21 September. During the morning, some take-offs were made by MiG-15s or U-MiG-15s.<sup>1</sup>

3. On 5 September, the radio installations in the vicinity of the field were tested. The radio installation in the timber yard on Birkenallee still consisted of one mast, as had previously been observed. A Kniferest-type radar set was observed about 400 meters west of the old officers club, about 80 meters north of the Klappgraben.<sup>2</sup>

4. The following air activity and aircraft were observed between 25 July and 22 September:

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25 July. There was a closed ceiling throughout the day.

26 July. After 0945, Po-2s practiced take-offs and landings at Neuruppin airfield and in Bechlin. There was a closed ceiling and slight rain during the morning. During the afternoon, local individual flights were made by jet fighters which also practiced flying in elements of two at an altitude of 6,000 meters. Beginning at 2000, firing at towed sleeve targets was practiced while ground searchlights were in operation. The aircraft took off toward the west. The first aircraft towed the sleeve target on a rope 100 to 120 meters long. Then followed the attacking jet fighters. The aircraft approached south of the airfield while flying a left turn and climbing. At an altitude of about 1,500 meters south of the southeastern edge of the field, the towing aircraft twice flashed up its landing light. Thereupon, the three searchlights were switched on and radiated their light on the sleeve target. By that time, the other jet fighters reached the same altitude and attacked the sleeve target from the right rear at an angle of about 30 degrees. Each aircraft fired 5 to 8 rounds, then flew to the right, and subsequently repeated the attack. Most of the aircraft made 3 attacks while others made 4 attacks. After the last attack, the attacker flew a left turn while the searchlights on the ground were switched off. The towing aircraft returned to the area southeast of the field where the next fighter was waiting to make the same attacks. After the landing by the second attacker, the towing plane dropped the sleeve target and also landed at the field. Subsequently, the next aircraft took off and practiced in same described procedure. All of the aircraft involved in the activity had their position lights on. The runway was illuminated by dim lights. The red lamps in the cemetery east of the field and the obstacle lights on the trees east of the field were in operation. During the take-offs and landings, no landing lights or ground searchlights were used.

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27 July. Between 0745 and 1545, there was a 5/10 to 7/10 overcast and it rained lightly and temporarily. Firing practices at ground targets and towed sleeve targets were made. For firing at ground targets, the aircraft took off in elements of two toward the west, and flew a left turn while climbing to an altitude of 1,000 to 1,500 meters. The second aircraft flew at the right rear of the leading aircraft. The latter plane approached approximately from the southeast to the northwest and while flying over the southeastern edge of the field, dived over the left wing, at an angle between 45 and 60 degrees. The target, which could not be observed, was located north of the point where the taxiway terminates in the middle of the runway. The aircraft gave a burst of fire, apparently with an aircraft cannon, pulled out of dive at an altitude of about 300 meters, and then climbed for the next attack. When the first aircraft had finished its attacks and climbed in a left turn, the second aircraft began to dive in the same described way. Each aircraft made 6 approaches. The landings were made individually.

Approximately the same air activity was conducted by the aircraft flying in elements of two. The aircraft towing the sleeve target took off at first and climbed to an altitude of about 1,500 meters. Shortly afterward, two jet fighters took off in an element and also climbed to an altitude of about 1,500 meters. Shortly before the first attack, the second aircraft flew aft of the first one, and the latter made the first attack from the right rear. Each aircraft attacked two or three times. After nightfall, firing at towed sleeve targets was conducted as on the preceding day. Muzzle flashes of two firing weapons were observed.

28 July. Between 0830 and about 1400, take-offs were made in elements of two. There was a 7/10 to 9/10 overcast. Apparently flights in elements of two were made at high altitudes. The landings were conducted individually. After nightfall, firing at towed sleeve targets was conducted while searchlights were in operation.

29 July. Throughout the day, firing at ground targets was practiced. The sky was 7/10 to 9/10 overcast and there were occasional rain showers. At the first attack, a jet fighter gave a long burst of fire of at least 30 rounds. At the second approach, only one round was fired. When the aircraft climbed after the second attack, a white double star was fired from the area of the flight control station. Thereupon, the aircraft landed immediately. The second aircraft of the element made 6 attacks according to schedule. At times, some Po-2s were observed aloft. At twilight, two MiG-15s made a large local flight. Shortly after 2000, firing at towed sleeve targets was conducted while searchlights were in operation.

30 July. Throughout the day, there was firing at ground targets. After 2000, firing at towed sleeve targets was also observed.

31 July. At 1700, a Li-2 took off and headed southwest.

1 August. No flights were made. Twenty-one MiG-15s or U-MiG-15s, 4 Yak-11s and 3 Po-2s were parked at the field.

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2 August. After nightfall, firing at towed sleeve targets was practiced while searchlights were in operation.

3 August. Throughout the day, individual high-altitude flights were made over the ceiling which was not entirely closed. Air-to-ground firing was also continued. At nightfall, attacks at towed sleeve targets were made. During daytime, some Po-2s practiced taking off and landing at Bechlin training field.

4 August. During daytime, firing at towed sleeve targets and at ground targets was practiced. There was a 8/10 overcast and visibility of 10 km. Individual high-altitude flights were made at night.

5 August. Throughout the day, there <sup>was</sup> ~~was firing at targets~~ at ground targets and at towed sleeve targets, in addition to flights in formations of two at high altitudes. Firing at towed sleeve targets was also continued during the night.

6 August. Approximately between 0900 and 1500, high-altitude flights were conducted.

7 August. Some flights, including high-altitude flights, were made by Yak-11s.

8 to 11 August. There was no air activity by jet fighters. On 8 August, 23 MiG-15s or U-MiG-15s, 6 Yak-11s of MiG-15s, and 4 Po-2s were counted at the field.

12 August. Firing at ground targets was practiced during daytime.

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14, 15 and 16 August. No flights were made by MiG-15s or U-MiG-15s.

17 August. <sup>There was firing</sup> ~~There was firing with aircraft~~ <sup>on</sup> ~~was practiced as a ground~~ target in the northwestern corner of the field.

18 August. Firing was practiced as on the preceding yday.

19 August. There was no airactivity.

20 August. During the morning, some local flights were made by MiG-15s or U-MiG-15s.

21 to 23 August. There was no air activity by jet fighters. On 23 August, 1 Li-2 was seen in Neuruppin in addition to about 25 MiG-15s or U-MiG-15s.

24 August. A formation of 12 twin-jet aircraft was seen aloft at an altitude of 5,000 to 6,000 meters. The wings of the aircraft were apparently swept-back similar to those of the MiG-15s. The fact that two vapor trails were temporarily seen indicated that the aircraft had two jet engines.<sup>3</sup>

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25 August. Mainly during the morning, flights by formations of 12 MiG-15s or U-MiG-15s were made. The aircraft took off in elements of two in rapid succession. While climbing, the elements assembled in formations of four and subsequently in one formation of twelve. Within the squadron, the groups of 4 aircraft flew in close order, 1 aircraft staggered to the left and 2 aircraft to the right rear of the leading aircraft. The distance and interval between the individual aircraft was about 2 aircraft lengths and 1 wing span respectively. The interval between the formation of four aircraft each was about 2 wing spans. When the squadron dispersed, the second formation of four aircraft, which previously flew on the left side of the leading formation, moved to the right rear of the right formation. Within the individual formations of four, the left aircraft moved to the right rear of the leading aircraft and the two aircraft, previously staggered to the right rear, flew aft of them.

28 August. Between 0950 and about 1330, jet fighters flew in formations of two and four. A Li-2 landed at 1730.

29 August. No air activity was observed throughout the day. A Li-2 landed at 0900.

30 August. No aircraft were seen aloft.

31 August. During the morning and early afternoon, flying was practiced in formations of two and four. The sky was 7/10 to 8/10 overcast. A Yak-11 made ~~flights~~ <sup>flights</sup> which were believed to be instrument approaches at beacons.

1 September. <sup>There was firing</sup> ~~There was firing with aircraft armament on a ground~~ target in the northwestern corner of the field.

2 September. Firing with aircraft armament was continued.

4 September. During afternoon, formation flights were observed. At about 1500, a formation of 3 MiG-15s or U-MiG-15s landed at the field.

5 September. No air activity was observed. At first, there were no clouds, later on there was a tendency to thunderstorm.

6 and 7 September. There was no air activity by jet fighters. At 1130 on 7 September, one MiG-15 landed at the field. Twenty-six MiG-15s or U-MiG-15s, 3 Yak-11s and 4 Po-2s were counted on the latter date.

8 September. Toward noon, individual high-altitude flights were made.

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10 September. Between 0900 and about 1500, local flights were made by Po-2s. After 2000, firing at towed sleeve targets was practiced while 3 searchlights were in operation.

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11 September. Throughout the day, individual Po-2s were seen aloft. There was no air activity by MiG-15s or U-MiG-15s.

12 September. Shortly before 1800, as on the preceding day, a single-engine aircraft took off heading south. No MiG-15s or U-MiG-15s were observed aloft.

13 September. Local flights were made by Po-2s during daytime. After 2000, firing at towed sleeve targets was practiced.

14 September. During daytime, aircraft made steep slanting attacks and fired with aircraft armament at a target in the northwestern corner of the field. At the same time, flights by Po-2s and formation flights by two and four jet fighters were made.

15 September. During daytime, aircraft made flights in elements of two and fired with aircraft armament at a ground target.

16 September. Between 1000 and 1500, formations of two and four aircraft practiced flying. An element of two aircraft made dives without firing at a target in the northwestern corner of the field.

17 September. During the morning, two individual take-offs were made by MiG-15s or U-MiG-15s.

18 September. During the morning until shortly before 1100, 3 short flights were made by jet fighters; one Po-2 was also temporarily aloft.

19 September. There was no air activity.

20 September. Between 1100 and 1500, flights were made in elements of two and attacks with aircraft armament were made at a target in the northwestern corner of the field. After nightfall, local individual flights were conducted by jet fighters, but no searchlights were in operation. It was observed for the first time that the alert flight consisted of 5 MiG-15s.

21 September. Firing at towed sleeve targets was practiced by aircraft flying in elements of two. The sleeve target was towed by a MiG-15 with the No 2240. After nightfall, local individual flights were again made.

22 September. A MiG-15 or U-MiG-15 took off about 0700 and made a 15-minute flight. There were no clouds. Between 0900 and 1130, the weather grew worse but some local flights were made. The alert flight still consisted of 5 MiG-15s or U-MiG-15s. An additional 4 jet fighters, which were not covered with tarpaulins were parked near the hangars.

5. During August, two types of aviation badges were observed being worn by air force officers and members of the flight personnel. One badge had a light blue background with 2 crossed swords and a black Arabic 3 or 5 in the middle. The other badge represented a bomb in the middle with its tip pointing downward, and without a number.

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6. On 7 September, a jet engine on blocks was observed between the alert shack and the hangar. Its rear aperture pointed to a wood surface which was about 4 meters wide and inclined from the ground to an altitude of about 2 meters. The exhaust of the running engine blew against this sloping surface. The observation was made from the Wittstocker Allee.<sup>4</sup>

7. Vehicular traffic at the field involved:

Trucks      Ambulance      Tank Trucks      Unidentified Vehicle

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8. The following observations were made at the field between 7 August and 2 September:

7 August. About 0455, a siren sounded for about 5 minutes at the field. About 0505, 5 tank trucks with trailers and 4 or 5 trucks with van-like superstructure moved on the Wittstocker Allee coming from the direction of the airfield. About 0510, the sound of running jet engines was heard from the field. No take-off was made until 0540 when a siren with a continuous note, apparently indicating the end of the alert practice, was heard from the town.

August. During repeated rides along the field it was observed that the alert flight always consisted of 4 aircraft which were parked near a temporary building at the eastern end of the runway. An additional 18 to 20 jet fighters, some Yak-11s and Po-2s were seen at the field. About 1100 on 28 August, 12 MiG-15s practiced formation flying.

2 September. During the afternoon, 3 jet fighters made dives and fired with aircraft weapons at a target along the northern edge of the field.<sup>1</sup>

9. The following air activity was observed on 12 and 19 August:

12 August. During the afternoon, there was air activity by jet fighters and Yak-11s. Attacks with aircraft weapons were made against a ground target north of the runway, where the kicking-up of earth was observed. Occasionally, dives without firing practices were made at the target. A light blue Yak-11 took off at 1428, headed northwest, and landed at 1456. Flying was practiced after nightfall.

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19 August. At 0830, the alert formation of 4 MiG-15s was parked at the eastern end of the runway although there was east wind and the other aircraft at first took off from west to east. About 0930, the wind turned and the take-offs were again made from east to west.

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- [REDACTED]
1. Comment. Neuruppin airfield is still occupied by a fighter regiment equipped with about 25 MiG-15s or U-MiG-15s. The air activity observed shows an increased status of training, such as attacks at ground targets by elements of two, formation flights by 18 MiG-15s or U-MiG-15s during daytime, and intensified firing practices during daytime and at night. Alert practices upon siren signals were reported previously. [REDACTED]

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2. Comment. A radio installation of one mast, located near the timber yard, and the Kniferest-type radar set west of the officers club have previously been reported. [REDACTED]

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3. Comment. A twin-jet aircraft with swept-back wings has not to date been observed in East Germany. The observation of this type aircraft is probably based on an optical error of the source since the 12 jet aircraft were flying in close order formation and ~~changed~~ close vapor trails. It is assumed that the formation consisted of MiG-15s or U-MiG-15s since formation flights by 12 MiG-15s were observed during the same period.

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4. Comment. The described installations was established for test runs by jet engines.

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